Please replace the paragraphs, with the following rewritten paragraphs.

**Amendments to the Specification:**

[0004] In an emergency, when the pre-tensioner operates to pulls the seatbelt substantial force is applied to seatbelt. As a result, a large shock is applied to the components of the seatbelt device including, for example, the buckle. Therefore, there is a need for a seatbelt device that provides for increased shock absorption upon operation of the pretensioner.

a1

[0016] Fig. 2 illustrates the behavior of the buckle of the seatbelt device of the embodiment shown in Fig. 1, in which ~~1~~ 2(a) illustrates an ordinary state, and ~~1~~ 2(b) shows an operation state.

a2

[0024] The buckle 2 is supported by the bracket 1 and moves relative to the bracket 1 in the longitudinal direction of the buckle 2 (slightly obliquely upward and downward in Fig. 5). One end 3a of a wire 3 is connected to the bracket 1 by a connecting member 12. The wire 3 wraps around a pulley 13 that is rotatably supported at the buckle 1. The other end of the wire 3 is connected to a piston (not shown) of the buckle pre-tensioner 11. In general, at the time of an emergency, the piston of the buckle pre-tensioner 11 pulls the wire 3 with a relatively large force. The piston is driven by the force of a high-pressure reaction gas produced by a reaction in a reacting substance.

a3

[0035] As shown in Fig. 3(f), by the grooves 14e and the retainer protrusions 14k formed at the mounting base portion 14a and the shock absorbing portion 14d, respectively, the wire 3 is slidably held at predetermined locations of the shock absorbing portion 14d, and, similarly, by the groove 14f and the retainer protrusions 14m formed at the mounting base portion 14a and the shock absorbing portion 14d, respectively, the wire 3 is slidably held at the predetermined locations of the shock absorbing portion 14d. In other words, the shock absorbing member 14 is also capable of holding the wire 3. As shown in Fig. 2(a), the shock absorbing member 14

a4

holds the wire 3 at a desired predetermined angle θ with respect to the direction in which the buckle pre-tensioner 11 pulls. By holding the wire 3 at an angle by means of bending the wire 3 in this way, it is possible to prevent opening of the angle θ in the direction in which it becomes large caused by the repulsive ~~property~~ nature of the wire 3, so that the buckle 2 can be set at a desired predetermined location.

a4 cancel.

[0037] The cover 4 includes four portions 4a, 4b, 4c, and 4d, with the topmost portion 4a being connected to the buckle 2, and with the bottommost portion 4d being inserted into the shock absorbing member 14. The transverse cross-sectional shapes of the portions 4a, 4b, 4c, and 4~~e~~d are similar in that they are rectangular shapes with corners that are chamfered so as to have round forms. In this case, in Fig. 1 and Fig. 2a, the size of the transverse cross-sectional shape of the topmost portion 4a (disposed closest to the buckle 2) is the largest, and the sizes of the other transverse cross-sectional shapes of the portions 4b, 4c, and 4d are set so as to become progressively smaller towards the bracket 1. The portions 4a, 4b, and 4c can move into the regions of the portions 4b, 4c, and 4d disposed directly below them, respectively.

a5

[0039] In Fig. 1, reference numerals 15 and 16 denote screws for mounting the bracket 1 to a housing of the buckle pre-tensioner 11; reference numerals 17 and 18 denote screws for mounting a ~~sub-bracket~~ connecting member 12 to the bracket 1; reference numeral 19 denotes a collar, mounted to the bracket, for slidably guiding the wire 3; and reference numeral 20 denotes a bolt for mounting the attached buckle pre-tensioner 11 to a vehicle.

a6